

SMALL BUSINESS ADMINISTRATION**Reporting and Recordkeeping Requirements Under OMB Review**

ACTION: Notice of Reporting Requirements Submitted for Review.

SUMMARY: Under the provisions of the Paperwork Reduction Act (44 U.S.C. Chapter 35), agencies are required to submit proposed reporting and recordkeeping requirements to OMB for review and approval, and to publish a notice in the **Federal Register** notifying the public that the agency has made such a submission.

DATES: Comments should be submitted on or before July 14, 1995. If you intend to comment but cannot prepare comments promptly, please advise the OMB Reviewer and the Agency Clearance Officer before the deadline.

COPIES: Request for clearance (OMB 83-1), supporting statement, and other documents submitted to OMB for review may be obtained from the Agency Clearance Officer. Submit comments to the Agency Clearance Officer and the OMB Reviewer.

FOR FURTHER INFORMATION CONTACT:

Agency Clearance Officer: Bridget Bean (Acting), Small Business Administration, 409 3rd Street, S.W., 5th Floor, Washington, D.C. 20416, Telephone: (202) 205-6629

OMB Reviewer: Donald Arbuckle, Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Washington, D.C. 20503

Title: Application for Certificate of Competency

Form No.: SBA Forms 74, 74A, 74B, 183

Frequency: On occasion

Description of Respondents: Small businesses

Annual Responses: 1,088

Annual Burden: 11,769.

Dated: June 7, 1995.

Calvin Jenkins,

Assistant Administrator for Administration.

[FR Doc. 95-14549 Filed 6-13-95; 8:45 am]

BILLING CODE 8025-01-M

[License No. 02/02-5538]

Notice of Revocation of License First Pacific Capital Corp.

Notice is hereby given that the license of First Pacific Capital Corporation, 273 Wyckoff Avenue, Brooklyn, New York 11237, to operate as a small business investment company under the Small Business Investment Act of 1958, as amended (Act), has been revoked. First

Pacific Capital Corporation was licensed by the Small Business Administration on May 10, 1991.

Under the authority vested by the Act and pursuant to the Regulations promulgated thereunder, the license was revoked on April 24, 1995. Accordingly, all rights, privileges and franchises derived therefrom have been terminated.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Dated: June 8, 1995.

Robert D. Stillman,

Associate Administrator for Investment.

[FR Doc. 95-14551 Filed 6-13-95; 8:45 am]

BILLING CODE 8025-01-M

[Application No. 99000163]

Bay Partners SBIC, L.P.; Notice of Filing of an Application for a License to Operate as a Small Business Investment Company

Notice is hereby given of the filing of an application with the Small Business Administration (SBA) pursuant to Section 107.102 of the Regulations governing small business investment companies (13 CFR 107.102 (1994)) by Bay Partners SBIC, L.P. at 10600 North De Anza Boulevard, Suite 100, Cupertino, California 95014 for a license to operate as a small business investment company (SBIC) under the Small Business Investment Act of 1958, as amended (15 U.S.C. *et seq.*), and the Rules and Regulations promulgated thereunder. Its principal area of operation will generally be in Northern California and the Pacific Northwest. In addition, the Fund will consider investment opportunities in other parts of the United States including Southern California and New England.

Bay Partners SBIC, L.P., a California limited partnership, will be managed by Bay Management Company 1995, a California general partnership and sole general partner of the Partnership. The individual General Partners of Bay Management Company 1995 are: John Freidenrich, Neal Dempsey III and Marcella Tamaki Yano. Skills possessed by the General Partners include sales and marketing, financial management, strategic planning, research and development, investment banking, legal and portfolio management. In addition, each of these General Partners has had experience with severely troubled companies.

The following limited partners will own 10 percent or more of the proposed SBIC:

Name	Percentage of ownership
The Freidenrich Family Partnership, 10600 North De Anza Blvd., Suite 100, Cupertino, California 95014	50.00
J.F. Shea & Company, Inc., 655 Brea Canyon Road, Walnut, California 91789	20.00
The Clumuck Family Trust, P.O. Box 1557, Ross, California 94957	10.00
The Gerson Bakar 1984 Trust, 201 Filbert Street, 7th Floor, San Francisco, California 94133	10.00

The applicant will begin operations with Regulatory Capital of \$10 million and will primarily be a source of start-up and early stage equity investments in technology-based small companies with significant growth potential. The applicant's typical client will need funds to develop or complete development of a product or service, ramp up production, recruit personnel and execute its sales and marketing strategy.

Matters involved in SBA's consideration of the application include the general business reputation and character of the proposed owners and management, and the probability of successful operations of the new company under their management, including profitability and financial soundness in accordance with the Act and Regulations.

Notice is hereby given that any person may, not later than 15 days from the date of publication of this Notice, submit written comments on the proposed SBIC to the Associate Administrator for Investment, Small Business Administration, 409 3rd Street, SW, Washington, DC 20416.

A copy of this Notice will be published in a newspaper of general circulation in San Francisco, California.

(Catalog of Federal Domestic Assistance Programs No. 59.011, Small Business Investment Companies).

Dated: June 7, 1995.

Robert D. Stillman,

Associate Administrator for Investment.

[FR Doc. 95-14550 Filed 6-13-95; 8:45 am]

BILLING CODE 8025-01-M

DEPARTMENT OF TRANSPORTATION

[Docket 37554]

Order Adjusting the Standard Foreign Fare Level Index

Section 41509(e) of Title 49 of the United States Code requires that the

Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 95-4-2 established the currently effective two-month SFFL applicable through May 31, 1995.

In establishing the SFFL for the two-month period beginning June 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-6-7 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic.....	1.4235
Latin America	1.4368
Pacific.....	1.5657

For further information contact: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation: June 7, 1995.

Robert S. Goldner,
Special Counsel.

[FR Doc. 95-14489 Filed 6-13-95; 8:45 am]

BILLING CODE 4910-62-P

Notice of Order Adjusting International Cargo Rate Flexibility Level

Policy Statement PS-109, implemented by Regulation ER-1322 of the Civil Aeronautics Board and adopted by the Department, established geographic zones of cargo pricing flexibility within which certain cargo rate tariffs filed by carriers would be subject to suspension only in extraordinary circumstances.

The Standard Foreign Rate Level (SFRL) for a particular market is the rate in effect on April 1, 1982, adjusted for the cost experience of the carriers in the applicable ratemaking entity. The first adjustment was effective April 1, 1983. By Order 95-4-1, the Department established the currently effective SFRL adjustments.

In establishing the SFRL for the two-month period beginning June 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-6-8 cargo rates may be adjusted by the following adjustment factors over the April 1, 1982 level:

Atlantic.....	1.1524
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Western Hemisphere	1.0715
Pacific.....	1.2305

For further information contact: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation: June 7, 1995.

Robert S. Goldner,
Special Counsel.

[FR Doc. 95-14490 Filed 6-13-95; 8:45 am]

BILLING CODE 4910-62-P

Coast Guard

[CGD8-95-010]

Houston/Galveston Navigation Safety Advisory Committee Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC) will meet to discuss waterway improvements, aids to navigation, current meters, and various other navigation safety matters affecting the Houston/Galveston area. The meeting will be open to the public.

DATES: The meeting will be held from 9 a.m. to approximately 1 p.m. on Thursday, July 20, 1995.

ADDRESSES: The meeting will be held in the conference room of the Houston Pilots Office, 8150 South Loop East, Houston, Texas.

FOR FURTHER INFORMATION CONTACT: Mr. M. M. Ledet, Recording Secretary, Commander, Eighth Coast Guard District (oan), Room 1211, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130-3396, telephone (504) 589-4686.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2 § 1 et seq. The meeting is open to the public. Members of the public may present written or oral statements at the meeting.

The tentative agenda for the meeting will consist of the following items:

- (1) Various Coast Guard aid to navigation improvement initiatives and waterway analysis studies.
- (2) Updates from the U.S. Army Corps on various waterway improvement projects.
- (3) Discussion on deployment of NOAA real-time current meters.
- (4) Update from NOAA on the Hydrographic Survey of the area.
- (5) Discussion and recommendation on NAVSAC Federal Register Notice regarding barge lighting requirements.

Dated: May 24, 1995.

R.C. North,

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 95-14556 Filed 6-13-95; 8:45 am]

BILLING CODE 4910-14-M

National Highway Traffic Safety Administration

[Docket No. 95-11; Notice 2]

Ford Motor Company; Grant of Application for Decision of Inconsequential Noncompliance

Ford Motor Company (Ford) of Dearborn, Michigan, has determined that some of its windows fail to comply with the light transmittance requirements of 49 CFR 571.205, Federal Motor Vehicle Safety Standard (FMVSS) No. 205, "Glazing Materials," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Ford has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of the application was published on March 10, 1995 (60 FR 13204). This notice grants the application.

Standard No. 205 incorporates by reference the American National Standards Institute's (ANSI) "Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways," Z-26.1-1977, January 26, 1977, as supplemented by Z26.1a, July 3, 1980 (ANS Z-26.1). Standard No. 205 specifies that automotive glazing materials used in front, side and rear windows of passenger cars shall have a regular luminous transmittance of not less than 70 percent of the light, at normal incidence, when measured in accordance with "Light Transmittance, Test 2" of ANSI Z-26.1-1980.

From the beginning of model year 1995 production in October 1994, through January 21, 1995, Ford manufactured approximately 8,250 1995 Continental vehicles on which the front door windows had a luminous transmittance of approximately 68 percent. According to Ford, miscommunication between Ford Glass production and fabrication plants concerning the properties and intended use of the glass resulted in its being used in the fabrication of windows for Continental production. Beginning with vehicle production on January 23, 1995, front door windows with a luminous